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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

COUNTRY Czechoslovakia  
SUBJECT Survey of the Skoda Plant at Mlada Boleslav/  
Survey of the Czech Auto Industry after 1947  
PLACE ACQUIRED  
DATE ACQUIRED  
DATE OF INFORMATION

DATE DISTR. 31 Mar 1952 50X1  
NO. OF PAGES 2 50X1  
NO. OF ENCLS. 50X1  
(LISTED BELOW)  
SUPPLEMENT TO REPORT NO. 50X1  
50X1

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1. [redacted] at the Skoda plant in Mlada Boleslav, [redacted] there was some plant conversion and shifting in production. 50X1  
of the goods, primarily airplanes and airplane parts which had been produced at Avia in Prague, were slated for production at Mlada Boleslav. Part of the conversion was completed [redacted] This necessitated some expansion and some removal and exchange of equipment. 50X1  
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2. In 1949 the Press Department, [redacted] had eight large presses: 50X1  
1 - HPM, 1000-ton capacity, US manufacturer, hydraulic;  
1 - Schüller, 1000-ton capacity;  
1 - Schüller, 800-ton capacity;  
1 - Wiengarten, 500-ton capacity;  
1 - Wiengarten, 200-ton capacity;  
1 - press, Czech manufactured, 300-ton capacity  
2 - presses, manufactured in the UK. These two presses were still uncrated at my departure, therefore their exact capacity is unknown to me. From the size of the crates, I would say they were between 200 and 300-ton type. There were also several smaller presses from 25-ton to 120-ton capacity and one spotting press.
3. Mlada Boleslav now belongs to the Avia administration. One of the large additions was a hangar-type building which had two cranes, two rubber presses, and other equipment transferred from Avia. This building was used primarily as a stockroom.

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4. Not only at Mlada Boleslav, but in all of Czechoslovakia's principal auto factories, there was a high rate of absenteeism. [redacted] no passive resistance<sup>50X1</sup> or sabotage there because of political pressure, and there was no considerable labor turnover. Of all Czech main automotive factories, Tatra, Koprivnice, had the highest absenteeism. In second place in absenteeism was Zbrojovka Brno, Brno.
5. Because all industry in Czechoslovakia was nationalized, and undoubtedly from orders received from Moscow, it is very possible that many changes in Czech production plans have occurred. [redacted] probably continuing to date, plants and equipment were being shifted around. All of us [redacted] came to the conclusion that this was only because of Soviet intervention<sup>50X1</sup>
6. I presume that the Czech automotive industry could meet the target of the Five Year Plan (1949-1953) for an increase of 13,000 units in the production of cars, trucks, and busses providing additional machinery could be obtained -- especially large presses. For example, the production program for passenger cars at Mlada Boleslav was 17,500 units yearly. Because of a lack of large presses and gear machines, we never reached this quota.<sup>50X1</sup>
7. Prague's intensive efforts to industrialize Slovakia are very effective -- not because Slovakia was backward, but because factories and plants built there are much farther away from the west. The July 1952 statement in the Slovak monthly, "Pod Zastavou Socializmu in Bratislava", must, therefore, be taken as true.
8. A brief survey of the development of the Czech auto industry since 1947 is as follows: tractors were assembled at Zbrojovka Brno in Pilsen; passenger cars were assembled at Mlada Boleslav and at Tatra in Koprivnice; trucks at Avia in Letnany and in Prague and at Skoda in Pilsen -- also at Cesko-Moravska in Koprivnice.
9. Expected capacity of each assembly plant and actual production are as follows:
  - Tractors - 25 daily expected; 20 made.
  - Passenger Cars - 17,500 yearly expected; 12,000 made
  - Light Trucks (Tatra) - 8,000 yearly expected; 5,000 produced.
  - Trucks (Avia) - 8 to 10 daily expected; 6 produced.
  - Trucks (Cesko-Moravska) - 15 daily expected; 10 produced.
  - Heavy Trucks and Busses (Tatra) - 10 daily expected; 4 produced.
10. Equipment such as bodies, engines, axles, propeller shafts, transmissions, and wheels were produced right in Mlada Boleslav. Electrical and ignition equipment came from "Magneto", "Scintila Swiss" and some from "Bosch". Heavy castings and forgings came from the Skoda steel fabricating plant at Pilsen. This factory, the largest for producing castings and forgings in Czechoslovakia, also manufactured some military products such as cannon barrels and fuses for artillery shells; the factory also had a tank department where the Model G-13 tank destroyer was built. (In 1948, the Swiss government bought 300 of these tank destroyers.) This factory produced castings and forgings such as automobile castings and rudders, screws, and shafts for ships; the factory had a larger capacity than Krupp of Germany. [redacted] there was no change in availability of castings and forgings<sup>50X1</sup> for Mlada Boleslav.
11. Most material shortages were in varieties of steel for gears. For example, chrome nickel vanadium steel had to be replaced by manganese steel. Certain small castings were also in short supply. Most all other articles were on a tight schedule with little reserve. There was, of course, a shortage of presses and of gear hobbing machinery. There was a large enough supply of labor -- most of which was efficient. The major production problem, especially in Pilsen, was that the greatest percentage of products had to go to the USSR.

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